

## SCOOP THE CUB REPORTER

4. MY LOVE, I BEEN A  
SINK OVER THIS MEAN OLD  
AND SHIP TROOP OF YOURS WITH THAT  
HORROR BOSS—AN I CAN'T BEAR  
TO LET YOU LEAVE ME MAYBE  
TO COME BACK ALL DEAD HERE  
WE GOT THE SWEETEST LIL FURNISHED  
BUNGALOW IN SAN DIEGO AN YOU  
RATHER LIVE IN A AIRSHIP—AN  
LEAVE ME ALONE IN IT—AN  
WEVE ONLY BEEN MARRIED  
TWO WEEKS AN NOW YOU'RE  
TIRING OF ME ALREADY AN ARE  
GONNA FLY AWAY AND FEAR  
ON YOUR SEA  
AN GET ALL  
MUSSED UP—  
OH DEAR

GOSH PRINELLA—DONT CRY ABOUT  
IT—TURN OFF TH SOB WATER  
WHY—IF YOU'RE GONNA FEEL  
THAT BAD ABOUT IT ILL  
JUST TELL TH BOSS IM A  
MARRIED MAN AN CANT  
BREAK AWAY FROM MY BUNGALOW—  
YOU KNOW ID A LOT RATHER  
SIT RIGHT HERE AND NEVER  
MOVE AN INCH ALL TH REST  
OF OUR LIVES—YOOBETCHUH

THEN YOU'RE  
NOT TIRED  
OF ME—  
ARE YOU?

SCUSE ME  
JUST A  
MIN-NUT!

NO MY LOVE—OF  
COURSE IM NOT  
TIRED OF YOU—BUT  
IM AFRAID  
MY LEG  
IS

## You Can't Feel Romantic at All Times

## By "Hop"

## TONOPAH DRUG CO.

Our Fountain  
IS OPEN

Absolutely Sanitary

Chism's Ice Cream

TONOPAH DRUG CO.

Prescription Specialists

CRISIS ARISES IN RE-  
LATIONS WITH GERMANY

(Continued from page 1)

regulation of laws of maritime war  
Germany and America have jointly  
advocated progressive principles, es-  
pecially the abolishment of the right  
of capture at sea and the protection  
of the interests of neutrals.

"Even at the beginning of the present  
war the German government im-  
mediately declared its willingness to  
ratify the declaration of London and  
thereby subject itself in the matter  
of its naval forces to all the restric-  
tions provided therein in favor of  
neutrals. Germany likewise has been  
always tenacious of the principle that  
war should be conducted against the  
armed and organized forces of an en-  
emy country but that the enemy civil-  
ian population must be spared as far  
as possible from the measures of war.  
The Imperial Government cherishes  
the definite hope that some way will  
be found when peace is concluded, or  
perhaps earlier, to regulate the law  
of maritime war in a manner guaran-  
teeing the freedom of the seas, and  
will welcome it with gratitude and  
satisfaction if it can work hand in  
hand with the American Government  
on that occasion.

"In the present war the prin-  
ciples, which should be the ideal of  
the future have been traversed more  
and more the longer its duration, the  
German government has no guilt  
therein. It is known to the American  
government how Germany's adver-  
saries, by completely paralyzing peace-  
able traffic between Germany and  
neutral countries, have aimed from  
the very beginning and with increas-  
ing lack of consideration at the de-  
struction, not so much of the armed  
forces as the life of the German na-  
tion, repudiating in doing so all the  
rules of international law and disre-  
garding all the rights of neutrals.

"On November 3, 1914, England de-  
clared the North sea a war area and  
by planting poorly anchored mines  
and by the stopping and capture of  
vessels made passage extremely dan-  
gerous and difficult for neutral ship-  
ping so (by) that actually blockad-  
ing neutral coasts and ports contrary  
to all international law. Long before  
the beginning of the submarine war  
England practically completely inter-  
cepted legitimate neutral navigation  
to Germany also. Thus Germany was  
driven to a submarine war on trade.

"On November 14, 1914, the Eng-  
lish premier declared in the house of  
commons that it was one of Eng-  
land's principles to prevent food for  
the German population from reaching  
Germany via neutral ports. Since  
March 1st England has been taking  
from neutral ships without further  
formality all merchandise proceeding  
to Germany, as well as all merchan-  
dise coming from Germany, even  
when neutral property. Just as it  
was also with the Boers, the German  
people is now to be given the choice  
of perishing from starvation with its  
women and children or of relinquish-  
ing its independence.

"While our enemies thus loudly and  
openly proclaimed war without mercy  
until our utter destruction, we were  
conducting war in self defense for  
our national existence and for the  
sake of peace of an assured perma-  
nency. We have been obliged to  
adopt a submarine warfare to meet  
the declared intentions of our en-  
emies and of the method of warfare  
adopted by them in contravention of  
international law. With all its ef-  
forts in principle to protect neutral  
life and property from danger as  
much as possible, the German Gov-  
ernment recognized unreservedly in  
its memorandum of February 4 that  
the interest of neutrals might suffer  
from the submarine warfare. How-  
ever, the American Government will  
also understand and appreciate that  
in the fight for existence which has  
been forced upon Germany by its ad-  
versaries and announced by them, it  
is the sacred duty of the Imperial  
Government to do all within its power  
to protect and save the lives of Ger-  
man subjects. If the Imperial govern-

ment were derelict in these, its du-  
ties, it would be guilty before God  
and the history of the violation of  
those principles of highest humanity  
which are the foundation of every  
national existence.

"The case of the Lusitania shows  
with horrible clearness to what jeop-  
ardizing of human lives the manner  
of conducting the war employed by  
our adversaries leads. In the most  
direct contradiction of international  
law, all distinction between merchant  
and war vessels has been obliterated  
by the order to British merchantmen  
to arm themselves and to ram sub-  
marines and the promise of rewards  
therefor, and neutrals who use mer-  
chantmen as travelers, thereby have  
been exposed to an increasing degree  
to all the dangers of war.

"If the commander of the German  
submarine which destroyed the Lusit-  
ania had caused the crew and pas-  
sengers to take to boats before firing  
a torpedo this would have meant the  
sure destruction of his own vessel.  
After the experience of sinking much  
smaller and less seaworthy vessels,  
it was to be expected that a mighty  
ship like the Lusitania would remain  
above water long enough even after  
torpedoing to permit passengers to  
enter the ship's boats. Circum-  
stances of a very peculiar kind, espe-  
cially the presence on board of large  
quantities of highly explosive materi-  
als defeated this expectation. In ad-  
dition it may be pointed out that if  
the Lusitania had been spared thou-  
sands of cases of munitions would  
have been sent to Germany's enemies  
and thereby thousands of German  
mothers and children robbed of  
breadwinners.

"In the spirit of friendship where-  
by the German nation has been in-  
fluenced towards the Union and its  
inhabitants since the earliest days of  
its existence, the Imperial Govern-  
ment will always be ready to do all  
it can during the present war also to  
prevent the jeopardizing of the lives  
of American citizens. The Imperial  
Government therefore, repeats the as-  
surance that American ships will  
not be hindered in the prosecution  
of legitimate shipping and the lives  
of American citizens in neutral ves-  
sels shall not be placed in jeopardy.

"In order to exclude any unforeseen  
dangers to American passenger  
steamers, made possible in view of  
the conduct of maritime war by  
Germany's adversaries, German sub-  
marines will be instructed to permit  
the free and safe passage of such pas-  
senger steamers when made recogniz-

able by markings and notified a rea-  
sonable time in advance. The Imper-  
ial Government, however, confidently  
hopes that the American government  
will assume to guarantee that these  
vessels have no contraband on board,  
details of arrangement for the un-  
hampered passage of these vessels to  
be agreed upon by the naval author-  
ities of both nations.

"In order to furnish adequate fa-  
cilities for travel across the Atlantic  
for American citizens the German  
government submits for considera-  
tion a proposal to increase the num-  
ber of available steamers by install-  
ing in passenger service a reasonable  
number of neutral steamers under  
the American flag, the exact number  
to be agreed upon under the same  
condition as the above mentioned  
American steamers.

"The Imperial Government believes  
it can assume that in this manner  
adequate facilities for travel across  
the Atlantic ocean can be afforded  
American citizens. There would,  
therefore, appear to be no compelling  
necessity for American citizens to  
travel to Europe in time of war on  
ships carrying an enemy flag. In  
particular the Imperial Government  
is unable to admit that American  
citizens can protect an enemy ship  
through the mere fact of their pres-  
ence on board.

"Germany merely followed Eng-  
land's example when she declared  
part of the high sea an area of war.  
Consequently, accidents suffered by  
neutrals on enemy ships in this area  
of war cannot well be judged differ-  
ently from accidents to which neu-  
trals are at all times exposed at the  
seat of war on land when they betake  
themselves into dangerous localities  
in spite of previous warnings. If,  
however, it should not be possible  
for the American government to ac-  
quire an adequate number of neutral  
passenger steamers, the Imperial  
Government is prepared to interpose  
no objections to the placing under the  
American flag by the American gov-  
ernment of four enemy passenger  
steamers for passenger traffic be-  
tween North America and England.

Assurances of 'free and safe' passage  
for American passenger steamers  
would extend to apply under the iden-  
tical pre-conditions to these formerly  
hostile passenger steamers.

"The President of the United States  
has declared his readiness, in a way  
deserving of thanks, to communicate  
and suggest proposals to the Govern-  
ment of Great Britain with particular  
reference to the alteration of marine

war. The Imperial Government will  
always be glad to make use of the  
good offices of the President and  
hopes that his efforts in the direc-  
tion of the lofty ideal of the freedom  
of the seas will lead to an under-  
standing.

"The undersigned requests the am-  
bassador to bring the above to the  
knowledge of the American Govern-  
ment and avails himself of the oppor-  
tunity to renew to His Excellency the  
assurances of his most distinguished  
consideration.  
(Signed) "VON JAGOW."

## COAST LEAGUE

## STANDING OF THE CLUBS.

	Won	Lost	Pct.
San Francisco	52	45	.535
Los Angeles	54	50	.519
Salt Lake	48	48	.500
Portland	45	47	.485
Venice	48	52	.480
Oakland	45	53	.475

## Saturday's Games

	R	H	E
At Los Angeles	7	14	1
Salt Lake	4	11	1
Venice	4	11	1
Batteries—Laroy and Hannah;			
Hilt, Dent and Mitze.			
At Portland—	R	H	E
Los Angeles	3	10	2
Portland	2	9	2
Batteries—Ryan and Brooks;			
Krause and Fisher.			

## Ten innings.

	R	H	E
At San Francisco	5	11	0
Oakland	3	10	3
San Francisco	1	10	3
Batteries—Klawitter and Elliott;			
Baum and Schmidt.			

## Yesterday's Games

	R	H	E
At Portland—	9	10	1
Los Angeles	2	6	2
Portland	2	6	2
Batteries—Hughes and Boles; Kah-			
ler, Keefe and Carish.			
At San Francisco—	R	H	E
Oakland	6	11	2
San Francisco	5	9	1
Batteries—Ables and Kuhn; Kill-			
lay, Fanning, Smith and Schmidt.			
At Los Angeles—	R	H	E
Salt Lake	4	6	1
Venice	5	7	3
Batteries—Fittery and Hannah;			
Piercy and Spencer.			
At Portland—	R	H	E
Los Angeles	2	7	1
Portland	1	9	0
Batteries—Perritt and Brooks;			
Lash, Covalski and Fisher.			

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Loose Leaf work of every description. We have our own  
ruling machine and can furnish you promptly Ledgers, Cash  
Books, or any kind of record books, ruled to suit your re-  
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Book Binding—the kind that opens flat and wears for years—  
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IN THE TOWN

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## Tonopah Bonanza Printing Company

Phone 582

P. O. Box Drawer LL

## At Oakland—

	R	H	E
Oakland	6	12	3
San Francisco	3	7	2
Batteries—Prough and Elliott; Rel-			
sigl, Christian and Block, Sepulveda.			
At Venice—	R	H	E
Salt Lake	4	9	1
Venice	6	8	0
Batteries—Hall and Lynn; Mitch-			
ell and Mitze.			

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GOODS A  
SPECIALTY

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other good people.  
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date of sale.

Account Moose Convention at San  
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Round trip, Goldfield to San Diego  
and return, \$37.00. On sale daily.  
Stopovers allowed. Final return  
limit, 90 days.

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Goldfield to San Francisco and return,  
\$40.75. On sale daily. Stopovers  
allowed.

Through Pullman—Beatty to Los An-  
geles, San Diego and San Francisco.

Secure Tickets via Santa Fe, T. & T.  
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H. R. Grier, Gen. Agt., Tonopah, Nev.

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On Sale July 5, 6, 7, 15, 23, 31

August 1, 9, 17, 25



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\$33.50

On Sale Daily

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RAILROAD COMPANY

## DAILY STAGE

...FOR...

## GOLDFIELD

Leave Mizpah Hotel 3:30 P. M.

BROWN-PARKER AUTO CO.

GOLDFIELD

## ASSESSMENT NOTICE

Receives-Elna Mining Company

Location of principal place of busi-  
ness and location of works, Tonopah,  
Nye County, Nevada.

Notice is hereby given that at a  
meeting of the board of directors, held  
on the 12th day of June, 1915, an as-  
essment (No. 3) of One (1) Cent per  
share was levied upon the capital  
stock of the corporation, payable im-  
mediately in United States gold coin,  
to the Secretary, at the office of the  
Company, Room 245, Ross Building,  
San Francisco, California.

Any stock upon which this assess-  
ment shall remain unpaid on the 15th  
day of July, 1915, will be delinquent  
and advertisement for sale at public auc-  
tion, and unless payment is made be-  
fore, will be sold on Thursday, the  
19th day of August, 1915, to pay the  
delinquent assessment, together with  
the cost of advertising and expenses of  
sale.

By order of the Board of Directors,  
CHARLES D. OLNEY, Secretary,  
Office, Room 245 Ross Building, San  
Francisco, California. 1141215